



South Dakota *Wing Roundup*



CIVIL AIR PATROL • SPRING 2019 • UNITED STATES AIR FORCE AUXILIARY



**The View From The Other Side,
South Dakota Wing Commander Visits the
Chinese Military Aviation Museum**



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2018 North Central Region Cadet Honor Academy

Cadets came from all around the region to learn a variety of topics

*By Cadet 1st Lt. Austen King, CAP
Cadet Public Affairs Officer*

2018 North Central Region Cadet Honor Academy

The North Central Region Cadet Honor Academy was held from the 19th through the 21st of October 2018 at the South Dakota Army National Guard Regional Training Institute in Sioux Falls, SD. Cadets from the Civil Air Patrol Wings in Iowa, Minnesota, Missouri, Nebraska, North Dakota and South Dakota attended this year's Cadet Honor Academy.

The training prepared cadets to serve on Color Guards by teaching the finer points of Air Force-style drill and ceremonies. The event took them to the next step in their Civil Air



Each Color Guard receives an individual assessment as to presentation and performance.



The presentation of the colors at the graduation banquet is a highlight of the academy.



On the tarmac a Color Guard practices its moves.



The fine art of proper flag folding is practiced over and over.

Patrol career and taught them fundamental and advanced drill movements. They furthered their knowledge in drill and ceremonies and developed overall knowledge about the duties and responsibilities of America's military Color Guards.

Teaching cadets how to establish their own local squadron's Color Guard program and the opportunities cadets have to provide services in their hometown was a priority for this year's Cadet Honor Academy. They became appreciative for citizens' free speech rights in regard to the flag and gained an understanding of a few basic Constitutional principles.

This was an event like no other. The cadets interacted with peers and senior members from all across the North Central Region!



Manual of arms training for those who will act as rifle guards.



Cadets receive basic instruction on Color Guards and Honor Guards.



Commander's Corner

*By Col. David G. Small Jr., CAP
South Dakota Wing Commander*

It was a cold, snowy February evening in South Dakota. The thermometer once again crept toward zero – not sure from which side this time. It was a cold February, more often than not below zero throughout the state. Most sane people would stay indoors, dreaming of warmer climates. Not members of the South Dakota Wing!

Two events in the past few weeks have reminded me of the ways that CAP contributes to communities throughout the state.

I was abruptly awakened at 11:30pm a few Sundays ago by a call from the Air Force Rescue Coordination Center that a request for CAP help had come out of South Dakota. Serenity Dennard, a nine-year-old girl walked out of a youth center on a bitterly cold day wearing nothing more than blue jeans and a long sleeved t-shirt.

At first light a CAP aircraft was launched from Rapid City with a full crew. For four hours it zigged and zagged above the rugged Black Hills surrounding the Children's Home. When fuel ran low another aircraft and crew arrived from Spearfish to take up the search. As the day dawned

local authorities accepted our offer of search teams and approximately 15 CAP members braved the weather to join the search. By all rights Serenity should have been found that first day. The mountains and ravines were thoroughly searched from the air and from the ground but she was not found.

The call went out for more CAP ground teams and vans left Pierre and Sioux Falls with twenty more members headed to the Black Hills. Very little sleep for our members, only concern for a lost child, alone outside in an inhospitable world. A second long day of searching proved fruitless. As I write this her whereabouts are still unknown. Thirty-seven CAP members actively participated in the search, including about 20 cadets.

On a lighter note, the second event was Civil Air Patrol Legislative Day at the capitol in Pierre. Weatherwise it was the same story, below zero, blowing snow. Twenty-four South Dakota Wing members offered signature CAP cupcakes and finger food to legislators, thanking them for their support for our missions and spreading the



word about CAPs contributions to South Dakota.

I have often contended that CAP offers the best value for tax dollars in the entire state; taxpayers volunteering their time to better their communities, what better bang for the buck?

Recently elected Governor Kristi Noem invited all 34 members (20 cadets and 14 officers) to her conference room where she spent half an hour learning what CAP does for the state and communities. Gov. Noem was very interested in CAP programs bringing STEM education to rural communities and commended CAP for developing leadership skills in our cadets.

On the long drive back from Pierre it struck me that many would find it ironic; South Dakota Wing officers took the day off a paying job to drive hundreds of miles to thank our state for supporting their volunteer work.

Are our members living CAP core values or what!

China's Military Aviation Museum

*By Colonel David Small, CAP
Commander, South Dakota Wing*

In May 2018, Lt. Col. Jim Hopewell and I had the privilege of visiting the China Military Aviation Museum located about an hour north of Beijing. This museum is based at the Shahezhen Airbase which was used by the People's Liberation Army (PLA) for the Defense of Beijing from 1949 onward.

At the time there was concern that the Americans or the Soviets could mount a surprise attack on Mao's new communist government so much of the mountain on base was hollowed out to serve as a bomb-proof aircraft shelter and taxiway. Yes, taxiway, the elaborate structure about ¼ mile long is a taxiway where aircraft landing can taxi directly into the tunnel, be repaired, rearmed and serviced then emerge directly onto the runway for another sortie. Though there are clear runways at the base today it does not appear that it is used by the PLA as a main base any longer.



Today the tunnel taxiway is chock full of vintage aircraft, from replicas of some of the first aircraft flown in China around 1910 to WWII British Spitfire fighter, North American B-25 Mitchell bomber, North American P-51 Mustang fighter, and other aircraft. Unfortunately, neither of us read Chinese and 95% of the signs were only written in Chinese so we had to speculate on some of the pieces displayed.

Outside are hundreds of Chinese produced aircraft including the supersonic Shenyang J-6, a design takeoff of the Soviet Mig-19, of which over 4,000 were produced in the 1960's and 1970s. Of interest are Soviet/Chinese reverse engineered versions of the Douglas Aircraft DC-3 transport, which was the first

aircraft that Mao flew in, to turbojet versions of the Boeing B-29 Superfortress bomber, similar in function to the Boeing B-50 strategic bomber, including an AWACs version.



We were the only Westerners apparent at the sprawling museum complex. Crowds of what could be Chinese air cadets in their blues wandered the grounds. No interpreters were available and those who we did approach did not know any English, so we can only guess that these might be the Chinese equivalent of CAP cadet – or ROTC members.



I could spend pages describing the rarely seen in the west aircraft and armaments, before going into two short narratives of items that are of interest to American's, I'd like to mention the Mi-26 helicopter on exhibit, it is huge, the largest production helicopter ever made – it can easily carry a Blackhawk or CH-47 Chinook. In fact it lifted (including helicopter weight and fuel) 125,153.8 lbs. vertically in 1982. Our Vietnam veterans might have strong feelings against the fleet of SA-2 guideline anti-aircraft missiles on display in a grove of trees.

Zhang Jihui is not a name commonly known in the United States. In fact he is a Chinese PLA hero

who shot down American ace Maj. George Andrew Davis Jr. over MiG alley in Korea on 10 February 1952. Zhang was based at an airfield just inside China across the Yalu River from Korea, where over 50 Soviet built Mig-15's were based. He claimed his first victory over an F-86 on 16 October 1951.



Zhang would take off from his safe Chinese base, which was off limits to offensive action by the United States or its allies, and head over the river to engage American aircraft over Northern Korea. Prior to meeting up with Maj. Davis, Zhang and his airman became separated from the main element of Chinese fighters. Maj Davis and his wingman surprised a flight of 12 MiG-15s on the same day and he is credited with two kills before he in turn was shot down and killed.



When Zhang and his wingman jumped the apparently unsuspecting Davis and his wingman he claimed to have shot down both F-86's including Davis'. Immediately after downing the F-86's Zhang himself was shot down – but survived. Upon his rescue Zhang was hailed as a hero of the PLA. Davis was the only American ace to die in combat during the Korean War.

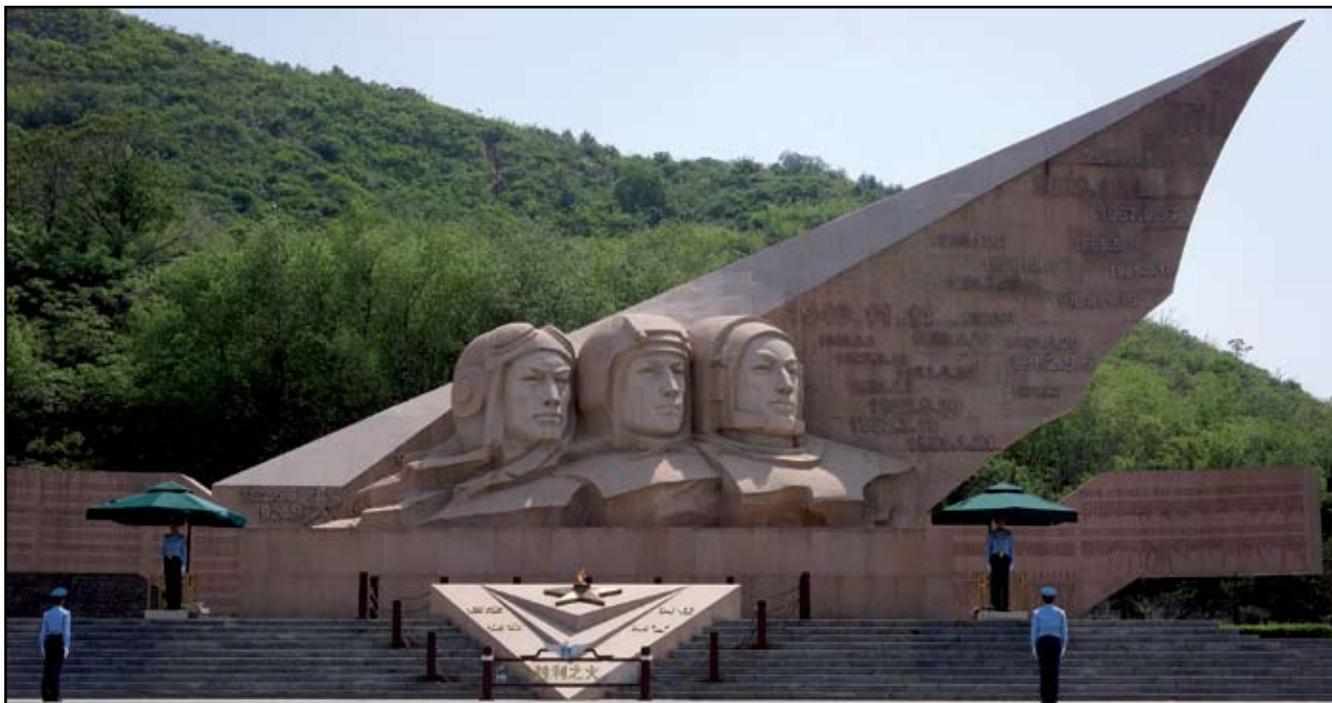
In a weird twist of history recent evaluations of Davis'

downing and Zhang's claim lead to the possibility that Davis in fact shot down Zhang, prior to himself getting shot down – by Soviet Lt. Mikhail Akimovich Avertin in another MiG-15.

Whatever the truth may be, Zhang is viewed as a hero in China and a MiG-15 painted as he would have flown in combat is featured in an exhibit dedicated to this hero. Needless to say, my personal sentiments were not all that positive on realizing that the aerial victory stars painted on the MiG-15 suggested the loss of American aircraft and lives.



One final artifact of interest is the carcass of a Lockheed D-21 drone that crashed in China on 20 March 1971. The D-21 was designed to be launched from the back of an SR-71 at Mach 3+. Operationally the Mach 3.3 drone was launched by B-52 mother ships. The D-21 was programmed to fly over a target at up to 90,000 feet then return for recovery by parachute. Apparently four operational missions were attempted over China, none of which ultimately was successful. The D-21 on exhibit here, the last of the four operational aircraft, crashed for unknown reasons on the final segment of its mission to photograph the Chinese nuclear test site at Lop Nor. The remnants were recovered from Yunnan province and moved to the China Military Aviation Museum.



Though the theme of this museum is from what is often viewed as the “enemy” perspective it was a very interesting and worthwhile day. Never did we encounter any hostility or animosity. It seems that the world of aviators builds a strong bond across cultures and governments. 🇺🇸

How to Break Bad News

*By Cadet 2nd Lt. Peter Willison, CAP
Sioux Falls Composite Squadron*

In the Civil Air Patrol people plan events. People are also called upon to give feedback to others on their performance. When helping plan something or giving feedback it is helpful to know not only what to say, but how to express yourself. You will need to know this so as to share the desired meaning behind the words. When you speak to someone about how they have been performing and it is not to standard, be prepared for them to not enjoy what you are saying. The important thing is to not get them mad at the messenger, which, of course, is you.

The question at hand is how to inform someone of something that is not necessarily what they are ready or want to hear. When you bring difficult news you have two options; you can either come right out and say it, or you can give them enough information for them to find out what happened as you finish telling them.

Now, it is pertinent to be aware of how much you mix each of these options so as to gain the desired effect. If you are too long in providing a person enough information than their curiosity demands, they will become impatient with you. This could result in them not wanting to hear your feedback or other news. However, it is also important to not behave as some sandpaper person. As with most communication, you must know your audience.

Bluntness with earnest intent can be useful when you are trying to help people plan. When you have a relationship with mutual respect you have the potential to be free-spoken with another person. If you are not comfortable with being blunt or frank at some point you will never be able to quickly tell people about points of short-coming.

If you are the bringer of bad news and you are going to be blunt it is important to make sure your audience is thinking in the same terms as you are and has the same information. If you have more information on the context of the event then they do, try to cut back on how blunt you are planning on being with the person.

Slowly introducing someone to the idea that they have not performed to the standard can help in proper amounts. When you do this, make sure you give them facts that follow one another and lead them to a mindset of proficiency. If you are performing an official feedback session and you are retaining the subject in grade, this is a good thing to use. When retaining someone in grade, you must provide all the reasons that led to your decision. Make sure when you gradually explain something you give them big enough chunks of information for them to be no more than two syllables behind your train of reasoning or they will become impatient with you. If you do end up not gaging your audience properly and you do not provide information at the proper pace your audience will become annoyed with you and ask you straight out. When and if this happens you will have to be blunt when you would rather not be. It is important to control the conversation when you break something to someone gradually. Timing is key.

In conclusion, both bluntness and slowly breaking bad news are useful when telling people about how they have not met the standard in CAP. Remember, people may disagree with the report on their performance, but it is your job to not provide them a reason to be angry with you.

South Dakota Wing Glider Report for 2018

*By Lt. Col. Buck DeWeese, CAP
Wing Vice Commander*

2018 was the inaugural year for the South Dakota Wing's Glider Program, and what a year it was. Due to bad spring weather and high winds we got off to a late start in June. The first order of business was to remove the glider from its travel trailer and assemble it, which we managed to do with the help of North Dakota Wing glider pilots during the spring Wing Conference. Next we needed qualified glider and tow pilots. Lt. Col. Gary Hewett and Lt. Col. Chuck Trumble were the only ones with current qualifications in the Wing due to their membership in the Black Hills Soaring Club. They took turns in the glider while I was checked out as a CAP tow pilot. They then gave each other check-rides so they could instruct on CAP glider operations. We then swapped cockpits so I could get requalified and have a check-



A cadet receives last minute instruction on the glider's controls prior to takeoff.

ride in the glider. We finally had a three man core group on which to build.

We all took turns on each end of the tow rope giving cadet glider orientation rides

while at the same time getting two more tow pilots qualified, Lt. Col. Craig Goodrich and Capt. Patrick Nowlin. We grew just in time for the Aerospace Education Weekend in Phillip



The glider is extracted from its travel trailer in preparation for assembly.



Attaching the glider's rear stabilizer.



The fully assembled glider sits in the hangar awaiting flight.

in July. Capt. Nowlin towed me to Phillip (1.3 hours at 65 knots). We started giving cadet orientation rides as soon as we landed. We managed 23 rides in two days, which was shortened twice by winds and weather. On Saturday night we disassembled the glider and loaded it into the travel trailer to transport it to New Ulm, MN. I stayed there for five days towing for the National Glider Academy and picked another 25 glider sorties (flights). I went on to my day job at Delta Airlines but the glider remained in New Ulm until Lt. Col. Goodrich picked it up and returned it to Rapid City. It remained there for about a month awaiting parts for a broken altimeter. When we finally got it repaired we trailered it back to Spearfish. We had a few more good days of towing, training and orientation rides before we put the glider away for the winter. Altogether, the glider flew over 150 sorties in only 13 hours. That averages out to about 6 minutes per sortie. Some practice tow rope breaks only last 50 seconds, but still counted as a complete sortie.

The longest sortie was one in Phillip which lasted about 15 minutes as we had with good thermals updrafts. Our goal had been 200 sorties counting the New Ulm Academy, but not a bad start.

Right now the glider is back in the trailer awaiting an annual inspection and 16-year-inspection to be conducted in Rapid City. We hope to get the Glider Program started as early as April as we have a current and qualified core staff ready to go. The first gliding event on the 2019 Wing Calendar is on 11 May in Spearfish. Next, we will be giving glider orientation rides during Aerospace Weekend on 22 June. As South Dakota wing is hosting this year's Joint Cadet Leadership Encampment

in July we plan, weather permitting, to have orientation rides, hopefully out of Sturgis Airport. After Encampment, we think our glider will be borrowed once again by the National Glider Academy in New Ulm, Minnesota. After that, I hope to set up fall operations somewhere near Brookings so we can get more East River pilots qualified at each end of the tow rope. To participate, Cadets need to complete the online Wing Runner and Officers need to complete glider training in WMIRS under the SSA (Soaring Society of America) before starting training as glider or tow pilot. I will teach a glider ground school at the Wing Conference in April at Brookings. See you there. Come prepared! 🇺🇸



The glider touches down after a successful cadet orientation flight.

Two New South Dakota Wing Units Activated

*By Lt. Col. Bruce Kipp, CAP
Wing Assistant Public Affairs Officer*

The South Dakota Wing is proud to announce that two new Civil Air Patrol units have been activated in the state; one located in Miller the other located in Tea, bringing the number of CAP units in the state to eight. The two new units will begin as independent composite flights directly subordinate to the Wing.

The unit in Miller has received the designation “Miller Flight (SD-033)”. It will be commanded by 1st Lt. Richard Rezac. They will initially meet at the Miller Community Center on Sundays from 1400-1600.



1st Lt. Richard Rezac, the commander of the newly formed Miller Flight.

The unit in Tea has received the designation Lincoln County Flight “Lobos” (SD-007). It will be commanded by Maj. Jerry Foy. The likely meeting place will be at the Experimental Aircraft Association (EAA) building at the Tea Airport. The unit will meet on Tuesday evenings at 1900.



Maj. Jerry Foy, shown here as a Captain, the commander of the newly formed Lincoln County Flight.

Both flights will immediately begin to participate in all Civil Air Patrol/South Dakota Wing programs and activities. It is anticipated that both flights will quickly mature into full-fledged squadrons.

Spearfish Change of Command

By Lt. Col. Bruce Kipp, CAP

On 24 January, a traditional time-honored military style change of command ceremony was held at the South Dakota Wing’s Lookout Mountain Composite Squadron in Spearfish. Lt. Col. Russ Limke assumed command of the squadron from Lt. Col. Jim Hopewell.



Lt. Col. Limke (right) receives the squadron flag from Wing Commander David Small. The passing of the flag symbolizes the transfer of authority to the new commander.

Lt. Col. Limke is a CAP mission pilot. He has been busy giving lots of cadet orientation flights and helping the South Dakota Department of Game, Fish and Parks with their program of tracking radio-collared animals from the air. Lt. Col. Limke retired a couple of years ago from the South Dakota Air National Guard where he was an F-16 fighter pilot.



Distinctive unit patch worn by members of the Lookout Mountain Composite Squadron in Spearfish.

RANK UP!

*By Senior Member Blake Parke, CAP
(aka SD Air National Guard CMSgt Blake Parke)*

Since the beginning of the military, we have had ranks. Rank defines the organization, it instantly creates an organization chart. Your rank immediately tells me your Air Force Story.

In the Air Force when I see a Staff Sergeant (SSgt), I can tell you are pretty established in the Air Force, probably in the twilight year of their first enlistment and most likely skilled enough in your job to do it by yourself. You are ready to make a life altering decision, “Do I stay in the Air Force, or do I go?” You’ve been down the street but not around the block. You start to question Officer and NCO decisions albeit quietly amongst close friends. It’s not always a correct assumption, but usually pretty close. Rank in the Air Force is competitive and fast. It’s your paycheck, and it tells leadership your Air Force Story.

In CAP, your rank also tells me a story. I can enter a room, look at your rank, and know what experiences you’ve been through. By combining your apparent age with that rank, I get a pretty good understanding of your commitment to CAP.

I overheard a cadet tell another cadet, “You shouldn’t ‘Rank Up’ too fast. You need experience in a particular rank.” Well, let me dispel that rumor. You can never “Rank Up” too fast. The rank system has always been based on a building block



In addition to three cadet airman ranks there are five cadet noncommissioned officer ranks leading up to transition into cadet officer ranks.

approach, Air Force or Civil Air Patrol. Within that approach is a time factor, 8 weeks per rank. Some really smart people, your leadership, feel you need 8 weeks to gain rank experience. It gives you time for Leadership, Aerospace, and Drill tests. Enough time to learn the ropes. In the Air Force that time is a little longer. But the same holds true, you can never “Rank Up” too fast.

Remember Airman, rank holds responsibility. You won’t get that responsibility if you don’t have the rank. I can’t make an Airman First Class (A1C) a Flight Sergeant, even if he/she is ready for it. Rank tells leadership who you are, and what you can do, more importantly what you want to do. Rank is a foundation block of any military organization. Most importantly, rank gives leadership options.

In the past year, I can’t count the number of times our squadron conversed about where the organization needs to go because we don’t have enough Cadet

Officers, or we don’t have a Cadet First Sergeant, or we need a Cadet Non-Commissioned Officer (NCO) for some task. Rank tells me, how motivated you are, how committed you are, and where you want to go. Unlike the Air Force, Civil Air Patrol cadets have an expiration date. We need you at your freshest.

So far, my experience shows a cadet at age 18 starts to go bad, not really bad attitude wise, just real life starts getting in the way of Civil Air Patrol, you start having greater outside influences, college, career, general life.

So, let’s do some math. If you did everything right, didn’t miss a single meeting, didn’t miss a single event and never failed a test. It takes 38 months to go from off the street cadet to Spaatz. That’s 3 years, 2 months. Walk that back from your 18th birthday. You need to have started at age 14 and 10 months to make that goal. Even if we change that to more manageable 12 weeks between ranks, that’s 4.6 years you need to have started at 13.

Now this isn’t a pressure speech. By no means am I saying rush out and stumble through your rank. It’s more a reality check into time required to Rank Up. I want to motivate you, get your tasks complete to get that next rank. I enjoy seeing Cadets standing in front of the room putting on new rank, that look of satisfaction, that sense of accomplishment; and rightfully so, you’ve earned it. So, break out those books, polish up that drill, and start “Ranking Up.”

BIOGRAPHY: General Henry Harley “Hap” Arnold

*By Cadet Chief Master Sgt. Daniel Willison, CAP
Sioux Falls Composite Squadron*

Henry Harley Arnold was born in Pennsylvania on June 25, 1886, to a family that had always actively participated in the military and politics. He eventually became a man who was highly decorated in the military.

Henry graduated from high school in 1903 and was preparing to attend Bucknell University. Instead he decided to take the entrance exam for West Point in order to please his father, because his brother refused to attend. At the Academy Henry wanted to go into the Calvary, but did not have high enough grades. As a result, he was commissioned on June 14, 1907, to the infantry in the Philippines as a Second Lieutenant.

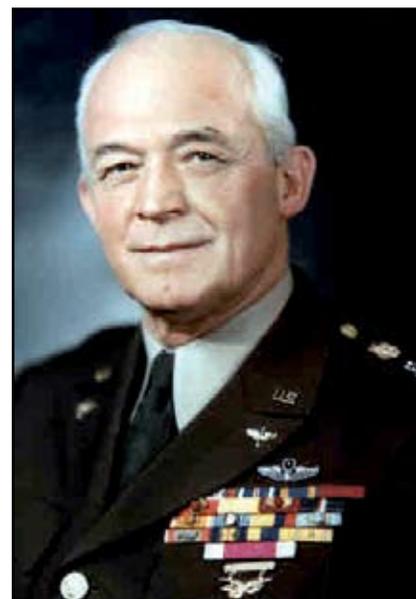
On April 21, 1911, Henry was transferred to Dayton, Ohio where he received a course on flight at the Wright Brothers Aviation School. On July 6, 1911, he received his pilot certificate and a year later he also received his Military Aviator Certificate. Henry lived through several crashes and witnessed the death of some of his friends. The Mackay Trophy (“the most outstanding military flight of the year”) was earned along with the promotion to First Lieutenant before he married the daughter of one of his father’s friends. More events in Henry’s life included:

promotion to Captain, being stationed in Panama, and traveling Washington D.C. This was around the same time when the U.S. declared war on Germany in 1917. Over the next two years life went fast with the temporary promotion to Colonel, the birth of his third child (Bruce Arnold) and traveling to Great Britain, which included the armistice on November 11, 1918, ending World War I.



Hap Arnold as a five-star general in the Army Air Forces

On February 1, 1931, Henry was promoted to Lieutenant Colonel, but even with the exciting promotion, life at the Arnold home was difficult. During the time of the Great Depression his mother died of a sudden heart attack, which was heartbreaking for him and his father. The loss



Hap Arnold as a five-star general in the Air Force making him the only officer to hold five-star general’s rank in two U.S. military services

of Henry’s mother influenced his wife to stop using his old nickname “Sunny” and start calling him “Hap”, which was short for Happy.

General Oscar Westover, the Chief of the Army Air Corps, died in an air crash on September 21, 1938. Henry being the best equipped was the obvious choice to be the next Chief of Army Air Corps along with the temporary rank of Major General. Through this new position Arnold encouraged the research of jet-assisted takeoff, jet propulsion and civilian enterprise. To support his ideas on jet propulsion Arnold

Continued on page 28 . . .

How do the Tuskegee Airmen Still Influence the Air Force Today?

*By Cadet Senior Airman Chancey Hall, CAP
Miller Flight*

The Tuskegee Airmen were the first African Americans to join the Army Air Corps. Before they could join, they had a very tough life. They were told that because of their skin color they couldn't fly. They faced discrimination on a daily basis. But President Franklin D. Roosevelt let these brave men join the Army. They were sent to Alabama to the Tuskegee Airfield to train. In 1941 the First Lady, Eleanor Roosevelt, was the first to fly with the Tuskegee Airmen.

Some of the Tuskegee Airmen were members of the Three-Minute club. These were

pilots who had only 3 minutes of fuel left when they landed. This took incredible courage and skill to land their plane with so little fuel. The Tuskegee Airmen also earned 96 Distinguished Flying Crosses. These are awarded for heroism or extraordinary achievement while in the air. The Tuskegee Airmen flew thousands of air sorties in Europe and North Africa. Of the 992 pilots that trained at Tuskegee, 84 lost their lives.

One of the men who served with the Tuskegee Airmen was Lee A. Archer Jr. He was one of the many Tuskegee Airmen who earned the Distinguished Flying

Cross. Archer became one of the few to have four aerial victories. He earned citations from three of our U.S. Presidents. Archer taught many other pilots how to fly and had many other roles in the military.

Another Tuskegee Airman that we continue to honor today is Benjamin O. Davis. He was the first African American general in the Air Force. Level II of the CAP senior development program is named after General Davis.

The Tuskegee Airmen are a wonderful role model for the United States Air Force by proving that anyone can serve their



Some of the members of the famed Tuskegee Airmen.

country. These pilots displayed all the Core Values that the Air Force holds dear. They lived these values long before they were officially adopted by the Air Force.

The Tuskegee Airmen showed Integrity by continuing to serve, even though they faced discrimination inside and out of the Army. They did not forget who they were and what they were fighting for.

Service before self is a trait that these brave airmen demonstrated on a daily basis. Not only did they risk their lives for our country, but they also faced danger from those who were prejudiced against African Americans. The Tuskegee Airmen were threatened on all sides, but they put their service to their country above their personal well-being.

They also displayed excellence in all that they did as evidenced by their combat record. During their bomber escort missions, on average they only lost about half the bombers that other squadrons lost. They were some of the best pilots in the U.S. military.

In conclusion, the Tuskegee Airmen influenced our military in the past by helping eliminate discrimination. They continue to influence the Air Force today by being the example we all should strive to achieve.



Distinctive unit patches of the 332nd Fighter Group, the Tuskegee Airmen Red Tails. Top left: 301st Fighter Squadron, Top right: 100th Fighter Squadron, Bottom left: 99th Fighter Squadron, Bottom right: 302nd Fighter squadron.

[Editor's Note: The Tuskegee Airmen is the popular name of a group of African-American military pilots who fought in World War II. They were the first African-American military aviators in the United States Armed Forces. During World War II, black Americans in many U.S. states were still subject to the Jim Crow laws and the American military was racially segregated. The Tuskegee Airmen were subject to discrimination, both within and outside the Army. They formed the 332nd Fighter Group, the first black flying group, which originally included the 100th, 301st, and 302nd Fighter Squadrons. It deployed to Italy in early 1944. In June 1944, the 332nd Fighter Group began flying heavy bomber escort missions. In July 1944, with the addition of the 99th Fighter Squadron, it had four fighter squadrons. When the pilots of the 332nd Fighter Group painted the tails of their P-47s red, the nickname "Red Tails" was coined. The red markings that distinguished the Tuskegee Airmen also included red propeller spinners, yellow wing bands and all-red tail surfaces on their P-51 Mustangs.]

**INTEGRITY • VOLUNTEER SERVICE
EXCELLENCE • RESPECT**

Aviation Scholarships Available

*By Lt. Col. Buck DeWeese, CAP
Wing Vice Commander*

Beginning in 2019, the Civil Air Patrol will have federal funds from the U.S. Air Force to implement its Youth Aviation Initiative program designed to help solve a national pilot shortage. The intent of the program is to allow CAP cadets to learn how to fly earlier, enhancing their aviation experience and giving them a head start as they embark on military, commercial and other aviation-focused careers.

“Civil Air Patrol is working with its partners on many fronts to encourage America’s youth to pursue aviation careers,” said John Desmarais, director of operations at CAP National Headquarters. “CAP has a long aviation history, and as needs for more aviation-oriented youth are realized, we are expanding existing programs as well as fielding new ones to address the challenges. As we move into fiscal year 2019, CAP will be working hard to implement a significant initiative funded by the Air Force to attack the problems on several fronts,” Desmarais said.

Those measures include:

- \$1 million for formal flight instruction of CAP cadets, which is expected to lead to about 240 cadets soloing and another 60 earning their Federal Aviation Administration private pilot certificate;
- \$400,000 to provide cadet orientation flights for Air force ROTC and Air Force Junior ROTC cadets;
- \$500,000 for STEM (science, technology, engineering and math) program support that CAP will use to field more kits for squadrons to employ as part of internal aerospace education programs and for teacher members to use in their classrooms. The STEM money will also support maintaining and updating kits to sustain the program; and
- \$500,000 to support career exploration activities for CAP cadets. CAP offers more than 50 National Cadet Special Activities that enable participants to explore careers in the Air Force as well as the aviation industry by becoming a pilot, building and designing airplanes, managing airlines and serving in space command or pararescue. This also incorporates opportunities with accredited university aviation programs as well, encouraging CAP cadets to explore all opportunities.



CAP cadets will have numerous new aviation scholarship opportunities under the USAF’s Youth Aviation Initiative.



The Aircraft Owners and Pilots Association has flight scholarships available to CAP cadets and non-CAP members as well. All one needs to do is to apply to fly.

In addition, the Aircraft Owners and Pilots Association (AOPA) has several flight training scholarship opportunities available to its members, totaling over \$1,000,000. Not a member? AOPA offers free **AV8RS memberships** to high school students, free **six-month memberships** to student pilots, as well as other **membership options**. For information and an application form go to www.aopa.org/training-and-safety/students/flight-training-scholarships. The deadline to submit scholarship application materials, including recommendation letters and transcripts, is April 2, 2019, 11:59 p.m. EDT.

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SDWG REDCAP – Missing Person Search

*By Lt. Col. Bruce Kipp, CAP
Public Information Officer, REDCAP 19-M-0053A*

Late on 3 February, at the request of the Pennington County Sheriff's Office the Air Force Rescue Coordination Center (AFRCC) at Tyndall, Air Force Base, Florida, activated South Dakota Wing (SDWG) to assist in the search for a 9-year-old girl missing in the Black Hills between Rockerville and Keystone. At first light on 4 February, a CAP aircraft from Rapid City flew to the scene and searched for several hours before returning to base for fuel. It was replaced by a CAP aircraft from Spearfish which continued the search until deteriorating weather conditions required it to return to base. While the air search



SDWG officer and cadet ground personnel awaiting search area assignments. Photo credit Col. David Small

was underway some 90 personnel, including nearly 10 South Dakota Wing officer and cadet personnel, conducted ground searches in the area. Morning wind chills were as cold as -28 degrees with 1-2 inches of snowfall in the Rockerville area. The ground search resumed at first light on Tuesday, 5 February. Poor weather conditions prevented CAP aircraft from flying. In all, some 30 SDWG officer and cadet personnel, some coming all the way from Sioux Falls, participated in the ground search. Temperatures hovered near zero all day. The ground search was suspended around 1630 hours local. No further ground searches were planned as local authorities reassessed the situation. Later, the Pennington County Sheriff's Office announced they are moving from a search mode to a recovery mode. "If Serenity was outside, it's unlikely she sur-

vived," the sheriff's office said in a prepared statement.

AFRCC confirmed they received the same info from South Dakota State Office of Emergency Management. As such, the USAF will no longer fund CAP's participation thus ending the mission for SDWG.

Wing Commander Col. David Small expresses his sincere thanks to the pilots, aircrew and ground search personnel who at a moment's notice dropped what they were doing to take part in this effort under very trying weather conditions and in difficult terrain. He also thanks the members of the incident command staff who provided critical support functions to our personnel in the field. "This is what we do. This is why we constantly train and equip ourselves to be able to carry out this type of activity", he said.



Snow started falling after the ground search began hiding any tracks the girl had made and rendering the steep hillsides slippery and treacherous for the ground search teams.

South Dakota Civil Air Patrol Cadets to Compete at National Cyber Competition

By Cadet Maj. Annabelle Klosterman, CAP
Big Sioux Composite Squadron



The logo of the Air Force association's CyberPatriot Program.

A team of cadet cyber-sleuths from the Big Sioux Composite Squadron of Civil Air Patrol's South Dakota Wing will be competing in the national finals of the CyberPatriot National Youth Cyber Education Program which will be held in Baltimore, MD. The national finals competition runs from 8-10 April 2019.

Team Big Sioux consists of Cadet Maj. Annabelle Klosterman of Brandon, Cadet 1st Lt. Austen King of Volga, Cadet 1st Lt. Isaiah Klosterman of Brandon, and Cadet Airman 1st Class Jeremiah Jorenby of Brookings. The team is coached by Capt. Tyler Gross of Volga.

During the online qualification rounds, Team Big Sioux team faced realistic, complex and sophisticated online computer network threats at their home location seeking out weaknesses in simulated online networks and working to defend those networks from threat scenarios. The team was scored according to how effectively they established and maintained the secure networks.

In recognition of their success, Team Big Sioux earned an all-expenses-paid trip to the national finals. In the finals, the only in-person round, the team will compete to defend virtual networks and mobile devices



Team Big Sioux pose for a group photo before plunging back into training for their appearance at the CyberPatriot national finals.

from a professional aggressor team. The finalists will also face-off in the additional competition component: Cisco Networking Challenge. This extra challenge broadens the cybersecurity experience and exposes teams to new elements of the many career opportunities available to them.

Civil Air Patrol teams compete in the "All Services Division" which consists of teams from Army, Air Force and Marine Corps Junior ROTC units, the Naval Sea Cadet Corps, and CAP. Only the top two teams in each category of the All Services Division go to the national finals. This year,

Team Big Sioux placed in the top two out of 530 registered CAP teams. Thirteen teams will compete in the All Service Division; two each from the Army, Navy, Marine Corps and Air Force JROTC and the Sea Cadets, two CAP teams and one wildcard team.

CyberPatriot is a unique educational competition that challenges high school students to resolve real-life cyber-security situations faced by industry professionals. Created in 2009 by the Air Force Association, the annual CyberPatriot competition provides students with

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Cyber Competition

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hands-on learning about securing computer networks while educating, and motivating them toward careers in science, technology, engineering and mathematics disciplines critical to the nation's future. CyberPatriot is designed to attract students to careers in science, technology, engineering, and mathematics (STEM)—including cybersecurity-specific fields.

The Air Force Association (AFA), CyberPatriot's sponsoring organization, is a non-profit, independent, professional military and aerospace education association. Its mission is to promote a dominant United States Air Force and a strong national defense, and to honor Airmen and our Air Force Heritage. AFA has 200 chapters nationally and internationally representing more than 100,000 members. The annual CyberPatriot competition greatly benefits from the support and technical expertise of its presenting sponsor, the Northrop Grumman Foundation. For more information about CyberPatriot, go to www.uscyberpatriot.org. To keep up with updates from the Big Sioux team, visit their squadron website www.bigsiooux.sdcap.us or follow them on Facebook www.facebook.com/BrookingsCAP.



General Arnold Bio.

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worked with Ira Eaker to write three books on planes and air power.

After the U.S. entry into World War II, Henry was promoted to Lieutenant General and moved to the position of Army Air Forces Commanding General where he helped improve the process of airplanes and pilots participating in action. He also prepared fighter/bomber groups to take part in the war, and where they would be sent. With the end of the Britain bombing crisis, Henry concentrated his energy to force Japan to surrender with Very Long Range bombers.

Between Arnold being promoted to Lieutenant General and the end of WWII he experienced three heart attacks, the last of which allowed him to stay in the Army Air Forces, but only allowed to do light duty. After the war, Arnold was promoted to five-star General on December 21, 1943.

Henry retired to a 40-acre ranch in Sonoma, California. He was the only person to hold the rank of General of the Air Force and the only person to be a five star general in two military services. He had continued the family tradition of participating in politics and military leadership. On his ranch in California, Henry Arnold died on January 15, 1950.



Scholarships

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AOPA High School Flight Training Scholarships

80 exceptional high school students, ages 15 to 18, each will receive a \$10,000 scholarship to pursue a private, sport, or recreational pilot certificate. These awards are a major membership benefit, offering our high school members the opportunity to advance into the aviation and aerospace careers they've always dreamed about.

AOPA Primary Flight Training Scholarships

Current AOPA members, including AOPA AV8RS, who are at least 16 years of age on April 2, 2019, are eligible to apply for a primary flight training scholarship, ranging from \$2,500 to \$7,500, to be applied to training for a private pilot, sport pilot, or recreational pilot certificate.

AOPA Advanced Flight Training Scholarships

Current paid members with aviation career aspirations are encouraged to apply for an advanced flight training scholarship, ranging from \$3,000 to \$10,000, to pursue one of the following ratings or certificates: Instrument (includes the Dare to Fly with AOPA scholarship award up to \$5,000)

Commercial

CFI (Certificated Flight Instructor)

CFII (Certificated Flight Instructor – Instrument)

MEI (Multi-Engine – Instructor)

